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REVIEW *of* NEGOTIATIONS

THAT LED TO

Government Ownership and
Operation of Elevators
in Manitoba and

CAUSE OF FAILURE



By the Executive Manitoba Grain
Growers' Association

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Review of Negotiations

That Led to Government Ownership and Operation of Elevators in Manitoba

Since it has become known that the Government operation of elevators in Manitoba has not measured up to the expectations of those who looked upon Government or public ownership and operation of such elevators for handling grain as a relief from the abuses that have arisen through the monopoly of the grain trade in Western Canada, the leaders of the Grain Growers' movement have been subjected to most severe and adverse criticisms in certain circles. They are credited with being responsible for the Government undertaking the purchase of elevators and in many quarters are accused of being the direct cause of the fiasco into which the Government system of elevators has drifted. In other words an attempt is made to make the leaders of the Grain Growers the scapegoat.

Rather than run the risk of prejudicing any one against the system established by the Government or do anything that would have a tendency to weaken the hands of the commission which was entrusted with the operation of the system the Executive of the Grain Growers' Association refrained from any attempt at explanation or to give the public reasons why the system has not met with success. They preferred to silently bear the approbrium heaped on them and quietly wait the results of Government methods.

They were conscious of the fact that failure of making the Government elevators a success was not due to any inherent defect in the principle of public ownership and operation of public utilities; and that the warehousing of grain and the providing for the necessary storage for warehousing of grain at primary points of shipment, lends itself to the principle of public ownership and could be made a success were proper methods adopted.

They still believe that the failure, which was apparent to ordinary observers from the commencement, is due to the utter neglect by the Government of applying the first rudiments of business success, first in acquiring and establishing the system and subsequently in the methods of operation of the elevators, leaving the impression on the public mind that the system was undertaken with ulterior motives, and that the purpose intended by the Grain Growers was a secondary consideration.

Now that the Premier has intimated that the Government intend to abandon the operation of the elevators and dispose of them to the best advantage possible, there is no need of silence on the part of the Grain Growers. A review of the negotiations that have led to the Government undertaking the operation of a system of elevators is opportune, so that the public may judge for themselves as to whether or not the Grain Growers are responsible for the failure of the elevator system and whether the failure is not due to the Government not accepting the methods of acquiring and operation of elevators that the Grain Growers had planned and had reason to expect would be adopted.

The Manitoba Grain Growers' Association, by a resolution passed practically unanimously, officially accepted the principle of public ownership and operation of grain elevators at the annual convention held January, 1907. The Executive was directed to bring the matter to the attention of the Government, which they did shortly afterward. The Government did not reject the proposition, but suggested a joint conference of representatives of rural municipalities, grain interests and railroads with the Grain Growers' representatives, the Premier undertaking to abide by the decision the conference would arrive at regarding interior elevators. The conference was held on June 5 and 6, and resolutions were passed favoring the Manitoba Government to acquire and operate a system of government elevators in the Province, and the Dominion Government to acquire and operate terminal elevators at Fort William and Port Arthur. These resolutions were discussed very fully for parts of two days and received practically the unanimous support of the Grain Growers and representatives of the rural municipalities and the opposition of the grain interests and representatives of the railways.

The conference appointed four of the reeves present to join with the Grain Growers to confer with the Government and lay the decision of the conference respecting the interior elevators before them. The only practical result from this conference was a further suggestion from the Premier that in view of the fact that a similar agitation was going on in Saskatchewan and Alberta and that a uniform system within the three Provinces might be more satisfactory than each Province establishing a system of their own. He suggested a conference between the Premiers of the three Provinces and representatives of the Grain Growers from each Province with a view of arriving at a uniform system of grain elevators that would be applicable to the requirements of each Province. After some time the conference was arranged for at Regina. After a very full discussion of the requirements for grain handling to meet the conditions that obtain in the Prairie Provinces, the Premiers promised to submit their decision in writing after giving the matter proper consideration. This decision was subsequently given in the form of a state paper bearing the signature of each of the Premiers. (This statement is published on page 19)

The Grain Growers did not regard the Premiers as being serious in the objection they made, being put in that form only for the purpose of gaining time and an attempt to confuse the public mind and complicate the question. Not at all discouraged at the turn-down they received, the Grain Growers' Executive prepared a rejoinder and sent a copy to each of the Premiers, which clearly demonstrated that they refused to be sidetracked by any special pleadings. (This rejoinder is published on page 23)

Simultaneous with the propaganda of public ownership and operation of interior grain elevators, demands were made on the Dominion Government to acquire and operate the terminal storage at Fort William and Port Arthur. The purpose in view being to remove public storage for grain completely out of the hands of the grain dealers, divorcing warehousing of grain from the business of buying and selling of grain. The leaders of the Farmers' movement recognized that possession of the storage facilities enables the owners to successfully prevent competition in the handling of grain and that the only effective solution in restoring freedom of grain handling is to remove

the control of all grain storage from the hands of the combine of grain dealers and operate it as a public utility for the benefit of the public.

The bogey of constitutional difficulties brought forward by the three Premiers as a reason why Government interior elevators should not be established failed to serve the intended purpose. The Grain Growers refused to take it seriously. The demand for the public ownership of the elevators kept gaining strength. The undercurrent of public opinion began to make themselves felt. The constitutional difficulty was insurmountable in the summer of 1909, but disappeared as far as Manitoba was concerned in the following December. In the fall of 1909 the Manitoba Government's attitude changed. The Honorable G. R. Coldwell, Minister of Education, appeared at the convention in Brandon, December 17, and on behalf of the Government accepted the principle of Government ownership and operation of elevators, making the following statements to the Grain Growers:—

“The Government of Manitoba accepts the principle laid down by the Grain Growers' Association of establishing a line of internal grain elevators as a public utility, owned by the public and operated by the public, and is prepared to co-operate with your Association in carrying out that policy and working out a plan to that end.

“I am here to ask you on behalf of the Manitoba Government to send a representative committee to meet the members of the Government to discuss the proposition in all its details.

“We ask you to prepare a careful report, giving full particulars and details of your proposal and come, and discuss it with the Government so that a measure may be prepared for submission to the legislature soon to meet.

“We acknowledge that the matter is of first importance to the farmers of Manitoba and the policy of this Government is to do everything that will assist and build up this, the greatest interest in our Province.

“We feel that we must have your help and experience to put this question into proper shape. The House will not meet until some time in February next, and ample time will be given to discuss the proposals and prepare a bill.”

The Grain Growers gladly accepted the Government's proposal as submitted by Mr. Coldwell. The convention appointed the Board of Directors (with power to add to their numbers) a committee to assist the Government in preparing a bill to be submitted to the House when it met in February. That there should be no misunderstanding as to their attitude as to how

the elevators should be acquired and operated and as a direction to the committee the convention passed the following resolution to form a basis in the preparation of the bill:—

“Whereas our local Government through the Honorable Mr. Coldwell has expressed its intention to enact such legislation as will provide for a system of Provincial Grain Storage Elevators that will adequately meet the demands of the Grain Growers’ Association.

“And whereas a fear has existed in the minds of some that such a system would be administered subject to the political influence of any party that happened to be in power with a danger of graft resulting therefrom.

“And whereas it is intended that the cost of maintenance and operation will be borne by the grain passing through the elevators.

“And whereas the Honorable Mr. Coldwell in presenting the matter placed the responsibility of working out a plan upon the Grain Growers’ Association.

“Therefore be it resolved that this convention of Manitoba Grain Growers declare and affirm that the administration of such a system of elevators should be by a commission completely independent of political influence and control and responsible directly to the people.”

The committee thus appointed immediately organized themselves, appointed a sub-committee to draft a memorial to form a basis for the drafting of a bill that would meet with the requirements of the Grain Growers as to the methods of acquiring and operating a system of elevators as suggested by the Honorable Mr. Coldwell. The committee on January 5, 1909, revised the memorial prepared by the sub-committee, submitted it to the Government in the following form:—

“The Provincial Government would assume the responsibility of providing for the financial requirements in respect to purchasing the existing elevators or erecting new ones or both.

“It is not intended that the Government should provide, by the credit of the Province, for any expenditure in connection with the operation or maintenance. The Government would issue debentures, payable, say in forty years. This would not be too long a period, since there is no doubt that the undertaking would be permanent, and especially since the grain handled is intended not only to bear the cost of maintenance, and operating expenses, but to provide a sinking fund as well, to care for debentures at maturity. The revenue received through the operation of the elevators would be based on what would be sufficient to meet ordinary operating expenses, interest on debentures and provision for maintenance, for sinking fund or for both. Since the traffic is eventually intended to pay the initial outlay the elevators would as a matter of course be exempt from taxation.

"It has been estimated that three millions of dollars would provide new storage sufficient for the present requirements of the Province. If the existing elevators were all purchased, on the basis of their actual value today, considerably less than two-thirds of that amount would be required. An additional sum for re-construction would be necessary. When legislation is passed creating the system, debentures or bonds would be authorized by the legislature on the credit of the Province to that extent, i.e., \$3,000,000.00, and supplied as requirements would demand.

THE REVENUE

"The revenue would come from a charge of one and three-quarter cents for receiving, cleaning and storing wheat, one cent for oats, one and one-half cents for barley, and two cents for flax for the first fifteen days with an additional storage charge thereafter of one-thirtieth cent per bushel per day. Under these charges the commission would bear all the insurance costs. Other sources of revenue might be available.

"The sinking fund created to pay off the indebtedness would be treated strictly as a sinking fund and not as ordinary revenue. For new elevators required from year to year such yearly appropriations would be made as would permit of their construction when found necessary.

ELEVATOR COMMISSION

"The commission would consist of three members to be named by Board of Directors of the Manitoba Grain Growers' Association, and appointed by the Government. Their term of office would be for life, consistent with efficient administration and good conduct. In the event of a dismissal, as hereinafter provided, or in the event of the resignation or death of any or all of the commissioners, the appointments to fill the vacant positions would be made in the same way, as the original appointment was made, i.e., named by the Board of Directors of the Association and appointed by the Government. The administrative work of the commission would be investigated and dismissals made in two ways.

"(a) The conduct of the commissioners to be subject to investigation by the legislature with power to the legislature by a two-thirds vote to dismiss a member or members of the commission.

"(b) Where complaint supported by a statutory declaration is made to the Executive of the Grain Growers' Association which such Executive is unable to adjust with the commission direct, the Executive to submit the same to the Court of Appeal of the Province, or three members thereof, with power to such court to dismiss a member or members of the commission if sufficient cause be deemed to be shown for such dismissal.

AUDITOR AND AUDITING

"All accounting and bookkeeping of the commission, both at the head office and initial points would be subject to the examination and report of the Provincial Auditor. The Provincial Auditor would not be required to vouch for disbursements before they had been made. His duty would be to examine the whole financial business of the commission, and present at the end of each year for the consideration of the legislature report

and financial statement independent of the regular public accounts, the report setting forth clearly a complete summary of revenue and expenditure, with the number of elevators erected within the year, the number of employees and generally all matters of interest connected with the work that the public would be entitled to know.

WORK OF THE COMMISSION

"If the present owners expressed a willingness to sell their elevators, the first duty of the commission would be to secure a valuation of the existing elevators within the Province. (If the existing elevators were secured, the commission would as rapidly as convenient, re-arrange them to meet the requirements of the new system, having in view always economical management, the idea being that all grain shipped by individual farmers would be special binned). In respect to valuation the purpose would be to arrive at, as near as possible, the actual business worth of these elevators at the present time as a public utility. In arriving at this the following would have to be taken into consideration.

"(a) Depreciation in value since date of erection.

"(b) Volume of business handled or value as a going business concern. (Many elevators are worth nothing more than their depreciated value less cost of moving and re-erecting them in a manner suitable to the needs of the system.)

"(c) Adaptability to requirements of a public system. (In this would enter the facilities of elevators as far as special binning, cleaning and rapid handling was concerned.)

"(d) Condition of building, foundation, machinery, etc.

"(e) Rates of insurance and cost of operation.

"Upon this basis an exact estimate of each individual elevator could be secured with comparatively little cost, and an offer made to purchase upon this basis. If the existing owners refuse to sell at the valuation thus arrived at the commission would proceed to the erection of a new system as rapidly as could conveniently be done. This new system would be uniform in respect to style of construction, machinery, method of operation, etc.

"(2) It would also be the duty of the commission, when they were securing a valuation of the existing elevators to secure an estimate of the cost of a new system of elevators suitable for the end for which it would be created. Data could be collected indicating the amount of grain tributary to the different shipping points in the Province. The cost of erecting a new system would also be an aid in arriving at a correct valuation of the existing ones. In arranging the elevators, provision could be made with a particular view to special binning.

OFFICIAL SAMPLES AND WEIGHTS

"The operator in charge of each elevator shall preserve official samples of all grain, delivered to the elevator. This would be done by taking a sample from each load delivered, after it is cleaned, and putting it into a receptacle, made for the purpose of preserving such samples. After any lot of grain had been delivered, the sample in the receptacle would be

the truest sample that possibly could be secured of the lot delivered. As soon as the carload had been delivered at the elevator, the owner of it could, if he wished, have the elevator operator forward a portion of the sample secured under seal, to the office of the commission at Winnipeg. The commission would provide a sample room in Winnipeg, where these various samples could be displayed in bowls, with information setting forth the shipping point from which they came, and the commission merchant who was entrusted with the selling of it. Intending purchasers would visit the sample room, select the samples that suited them, and purchase from the commission merchant who had the handling of it, if a price satisfactory to the owner could be secured. This purchaser, representing the domestic or foreign miller, would have the guarantee of the commission that the grain back in the commissioners' elevator represented by the sample he had seen would be delivered to him without being in any way mixed with other grain. This guarantee of the preservation of the identity of grain would form the basis for a sample market.

"The grain when shipped would be graded by the inspector, as at the present time and the grade affixed. If, however, it had been sold on sample, the purchaser would have it binned at Fort William along with other parcels he had purchased in a similar manner.

"If the owner of the grain wished to ship it before he was desirous of selling, it could be done as at present time, and the grain binned with other grain of a similar grade. In respect to weighing, the operator of the elevator would be obliged to keep a careful record of the weights from bins into cars.

"Regulations would be framed for his guidance so accurate that he could take an affidavit as to the weight into any particular car, setting forth all particulars in connection with the loading of it. The commission would then be in a position to protect the shippers' weights at initial points, giving the owner of the grain virtually the protection of official Government weights.

"At the present time the railway company is obliged to deliver at the terminal the weight loaded at the original shipping point. The difference in weights between shipping points and terminals has been very pronounced in the past. The individual shipper has had slight recourse, since individually he could do practically nothing against the railway company. Under this method it would be the commission against the railway company as far as weights were concerned, rather than the individual against the railway company, and with the accurate system of records that would be developed, the railway company could not escape the responsibility of delivering the amount of grain that had been given to their care.

"The guarantee of weights and samples would permit of sales being made between local points, such as, for instance, as for local milling requirements and for seed purposes, a thing which cannot be satisfactorily accomplished today.

"When delivered at the initial elevator a shrinkage of at least three-quarters of one per cent. would be taken, and when loaded into the car, an average of one-quarter of one per cent. would be loaded. This would

provide against the slight loss which is bound to occur during handling. The proceeds of any surplus that existed at the end of the season's business would go into ordinary revenue.

STREET GRAIN

"Provision for caring for what is known as "Street Grain" could be made in the following way: Of the storage space available at any point the necessary amount could be reserved for caring for this class of grain. Space could be leased according to priority of application at the discretion of the commission, to any person who wished to secure it. In no case would the operator of the elevator be permitted to act as buyer or solicitor of consignments, either for himself or for any one else. The purchaser of street grain, or his agent, would arrange the price with the seller. The grain would be weighed by the official in charge of the elevator, binned under the direction of the buyer, and would be treated in every respect as if the buyer was an individual farmer shipping grain. In all cases grain delivered at the elevator would be cleaned under the direction of the owner and also binned under his direction. It would be weighed by the public operator, who would secure the official sample and keep the same under his control.

"It is not intended, nor would it be tolerated, that the local operator would have anything to do with grading. When the grain was entrusted to its care the commission would guarantee to deliver to the owner or to the purchaser, the grain represented by the sample their official had taken when delivery was made. A storage receipt would be issued for each load of grain delivered at the elevator. This storage receipt would set forth the date of receiving, the net and gross weight and the particular bin the grain was stored in.

"After completing the delivery of the car load, the owner could, if he desired, surrender his storage tickets and receive from the operator a warehouse receipt, showing the weight of grain he was entitled to, with other necessary particulars. The grain would, at all times, be kept insured when in the elevator. The warehouse would enable the owner to raise money on his stored grain. All charges in all cases would require to be paid before the grain passed from the hands of the commission.

"A crushing plant could be installed at each point where farmers could have their crushing done at a nominal charge. This would entail very little additional expense, and would add to the revenue.

INSPECTION, RECORDS AND REPORTS

"The commission would report at regular intervals to the Government full information as to the number of elevators in operation, number of employees, quantity of grain handled, revenue received, expenditure incurred, and generally all such information as might be deemed necessary.

"The Government would bring this down in a special report to the legislature.

REPORTS TO THE COMMISSION

"(a) Sufficient travelling inspectors would be appointed by the commission to supervise the working of elevators.

"(b) Daily reports from the operators in charge of elevators to the head office.

EXPLANATION A.

"The duties of these inspectors would be to visit these elevators at irregular periods and report on a special form for that purpose as to the working conditions of the elevator, cleanliness, etc., etc., also state the repair the machinery and elevator generally was kept in. Report any cases of dissatisfaction that might exist and generally see that the work of the elevator was being done in strict accordance with the regulations of the commission and any information supplied that they might want.

EXPLANATION B.

"The operator in charge of each elevator would report daily to head office the amount of grain he had taken into the elevator, the number of storage tickets issued, the number of storage tickets cancelled or destroyed, with their numbers, storage tickets surrendered or exchanged for warehouse receipts, storage collected, grain loaded out with car numbers and amount to each car, and generally all information that the commission might think desirable to secure in order to have an accurate record of the business done. It might be added that accurate information as to the receipts at country points would be of valuable assistance to the railway companies in the distribution of their cars.

OPERATORS' QUALIFICATIONS

"The employees and inspectors in charge of the elevators would require to be men of honesty and character. Before being eligible for the position they would require to give evidence that they possessed the necessary business ability, and sufficient education to enable them to properly perform their duties.

"They would also be obliged to furnish a certificate of character from at least two responsible parties. They would further be required to take a declaration of office in much the same way that municipal officers have to do today. Any effort on their part to make gain for themselves through the operation of the elevators, outside of their stated remuneration, would constitute an offense punishable by fine, imprisonment or both. Any attempt to falsify records would incur the same penalty.

"They would also be bonded by guarantee companies in proportion to the business handled. Such bonds in any case would not exceed two thousand dollars, and the cost of them would be borne by the commission.

"The compiling of complete records of all transactions and providing penalties for infractions of the regulations of the commission, would undoubtedly develop a system similar in effect to that found in an up-to-date civil service. In operating the departments of our large railway concerns, the system is so fine that every possible event is provided for, and there is no reason why the same result could not be achieved in the operation of a public system of elevators. A system of promotions could be inaugurated, the idea being to retain the services of suitable men once they have been secured. A certain part of the revenue might be set aside each year to provide for a pension fund, in order that employees after the termination of a certain period of service would have a yearly pen-

sion, the purpose being to secure the right men and keep them. The necessary legislation to be enacted into law at the coming session of the legislature.

"A careful reading of the above will indicate the principles that the committee had in mind which should be followed in establishing a system of public storage.

THE GRAIN GROWERS' REQUESTS

"That the Government shall provide storage elevators at each shipping point in the Province, the expenditure to be met from the grain passing through these elevators.

"That an offer be made to purchase existing elevators upon a fair valuation of their actual worth, or at an estimate at which they could be duplicated under the new system.

"That the elevators could be under the absolute control of a commission of three competent men, who should be nominated by the Grain Growers' Association, and appointed for life by the Government: This commission to be beyond the reach of any party influence, and to be perfectly independent, subject only to a vote of legislature or a hearing before the Court of Appeal.

"That all employees of the new elevator system be engaged by and responsible only to the commission.

"That elevator operators take careful samples of grain stored in their elevator, and also weights of such grain.

"That particular attention be given to special binning.

"That the identity of the grain be preserved from the farm to the market.

"That the head office of the commission be in Winnipeg, where a sample market could be maintained in the interests of the producers as well as the millers."

A discussion between the committee and the Government that followed on the different propositions contained in the memorial made it quite apparent that the views of the members of the Government and the representatives of the Grain Growers on the methods of acquiring the elevators and the responsibility of the commission was very far apart. The Government were apparently more concerned in getting the grain growers to endorse a preconceived scheme of their own, than to co-operate with the Grain Growers in evolving a scheme that would be acceptable to all as suggested by Mr. Coldwell at the Convention. When the first conference ended it was proposed to the Government to have the Attorney-General draft a bill and submit it to the Grain Growers' representative. Before the committee separated, a sub-committee was appointed to draft a bill based upon our memorial, as there was no expectation that the bill that would be prepared by the Attorney-General would meet our requirements.

The following resolution was passed for the guidance of the sub-committee:—

“Resolved, That in the matter of appointment of a commission and in the control of the commission we must adhere to the memorandums presented to the Government.”

When the sub-committee received the bill prepared by the Attorney-General, the disappointment was great. It was drafted along the lines of the Manitoba Telephone Act, giving the Cabinet power to acquire or construct elevators under the direction of the Minister of Public Works. The committee at once set to work to prepare a bill embodying the principles that they wanted provided for in the Act. The next conference with the Government the relative matter to the two bills were very thoroughly discussed. After the conference the Grain Growers' elevator committee decided to send the following resolution to the Government as expressing their attitude toward the elevator bill the Government proposed to submit to the Legislature, the Grain Growers' elevator committee finding it impossible to accept the Government proposals:—

“Whereas, at the convention of the Manitoba Grain Growers' Association held at Brandon in the month of December last, a resolution was adopted following the announcement made on behalf of the Manitoba Government, that the Government was prepared to establish a system of Government owned elevators, that the administration of the system should be vested in a commission which should be kept free from political influence and control.

“And whereas, in a memorandum prepared by the undersigned committee of the said Association presenting the views of the Association to the Government, it was defined that the commission be appointed to carry out provisions of an act establishing a system of government-owned elevators, should be appointed by the Governor-in-Council from names to be submitted by said Association, and that the members of such commission should be removed by the legislative assembly alone, in order to insure that such commission should be independent and non-partisan in character.

“And whereas said committee have presented to the Government a bill with provisions embodying the instructions contained in the said resolution and the terms laid down in the said memorandum, but vesting the control of the monies to be expended by said commission in the Governor-in-Council.

“And whereas the Government have in conference with the said committee stated that the Government cannot support legislation which does not provide that said commission shall be subject to control by the Governor-in-Council and have submitted the bill containing the Government's views in this respect, whereby the power

of appointment, control, and dismissal of said commission is vested in the Governor-in-Council, and have declined to waive or modify said conditions.

“Therefore, resolved by the undersigned committee, that while it regrets the position taken by the Government as constituting a difference in a matter of essential and fundamental character between the committee and the Government, it still affirms that it is unable to assent to the Government’s proposals, believing that they involve results prejudicial to the successful carrying out of the legislation the Association has in view, and are at variance with the instructions given by the Association to the committee.”

All the members of the committee signed the above resolution.

The committee had a further conference with the Government, having agreed to amend the clause of their bill dealing with the powers of the Government over the moneys necessary for the providing for a system of public elevators, and after the conference held a meeting, at which the following resolution was passed:—

“That we instruct our Secretary to communicate with the Government immediately. That after further consideration we have nothing to add to the position we have stated, namely, that the administrative control of the elevator commissioners be free from Government control as directed by the Convention at Brandon on December 17, 1909, and stated in the bill we have submitted to the Government today.

“And further that we publish the bill, the elevator committee submitted to the Government this morning, also the resolution sent to the Government signed by the committee, together with a statement showing the point at issue. This resolution was signed by D. W. McCuaig, R. C. Henders, J. S. Wood, R. J. Avison, R. McKenzie, John Kennedy, T. A. Crerar.”

After the Government introduced the elevator bill in the House, the elevator committee met and passed the following resolution, and instructed the secretary of the committee to send a copy to the Acting Premier, Honorable R. Rogers:—

“Whereas the Government has introduced the elevator bill which in several respects does not meet the approval of the committee.

“And whereas, the acting Premier has intimated to the President of our Association that the Government are prepared to discuss any point in the bill other than the point of the commission,

“And whereas, in the opinion of this committee, this is the most important and essential principle in the successful carrying out of such an act.

“And whereas, the Government refuse to further discuss this feature of the bill.

"And whereas, the convention at Brandon on December 17 last, affirmed its position on this point.

"Therefore be it resolved that this committee decline to accept any responsibility in connection with the proposed bill and reaffirm the position it has hitherto taken in connection with this and other objectionable features of the bill.

"And further that the Secretary be instructed to forward a copy of this resolution to Honorable R. Rogers, Acting Premier. Carried unanimously."

(Signed) D. W. McCUAIG, President
R. McKENZIE, Secretary.

March 7, 1910.

Notwithstanding the strong and uncompromising attitude the Grain Growers took in reference to the control of the commission and the method of acquiring and operating the elevators the Government would not yield on these points. They seemed more concerned in getting the committee to accept their views and their methods than to concede what the Grain Growers wanted.

When Mr. Coldwell announced at the annual convention that the Government would place on the Grain Growers the responsibility of formulating a plan for acquiring and operating a system of public elevators that would meet the requirements of grain handling in Manitoba, it was expected that they would be prepared to embody in an act features that the Grain Growers regarded as fundamental. The Government in arbitrarily setting aside the advice of the Grain Growers' committee, as set forth in their memorial and subsequently made in the form of a draft bill, assumed all responsibility of their elevator system and must assume the odium of the failure to make the elevator system a success.

After the bill was passed the Acting Premier suggested to the President of the Grain Growers' Association the advisability of presenting to the Government names for appointment on the commission. Despite the fact that the Government did not enact the bill in the form the Grain Growers wanted, and that they refused any responsibility of the successful operation of the act as passed, they were prepared to do all in their power to help the Government make it a success. They recognized the importance of having suitable men on that commission, and that if an effort was made to honestly administer the act, defects

could be remedied later on. A meeting of the committee was called and the following resolution was passed:—

“That while the committee still adheres to the principle declared in its former resolutions, believing that they are consistent with good government and necessary irrespective of party, for the highest standard of efficiency in the administration of public affairs, we accept the invitation of the Government to this committee to nominate commissioners and urge all Grain Growers and farmers of the Province to co-operate and secure the greatest possible success under the act.”

They presented this resolution to the Cabinet and suggested Messrs. John Kennedy, F. B. McLennan and Mr. Estlin an elevator engineer for the commission, with Mr. W. C. Graham as an alternate. The committee had previously passed a resolution affirming that no officer of the association should accept a position on any commission until out of office one year. The purpose of passing that resolution was to allay reports being circulated that some members of the Board were anxious to secure positions on the commission.

In discussing the proposition with the Government, the two points in which the committee saw imminent danger, and endeavored to especially guard against, was the purchasing of the elevators and safeguarding the independence of the commission. They were emphatic in their memorial on both points. The basis they suggested which should be adopted in the purchasing of the elevators were:—

- (a) Depreciation in value since date of erection.
- (b) Volume of business handled or value as a going concern.
- (c) Adaptability to requirements of a public system.
- (d) Condition of building, foundation, machinery, etc.
- (e) Rates of insurance and cost of operation.
- (f) No arbitration, build in case of failure to negotiate.

Yet the Government took the purchasing out of the hands of the Commission and appointed a ONE MAN arbitration.

To show how far the Government departed from these principles in the purchasing of the elevators, we submit a statement submitted to the legislature showing the price paid for elevators, date of erection, and the method of acquiring, whether by arbitration or negotiation, (see page 28), and a further table showing the number of elevators purchased from different companies and Farmers' Elevators, the price paid and the average price per bushel capacity (see page 25) of their houses. Dominion Elevator Co. was 23.42 cents; Winnipeg, 18.13 cents; Canadian, 19.60 cents; Northern, 20.15 cents; West-

ern, 19.01 cents; International, 20.21 cents, and the Farmers' Elevators, 12.76 cents, and that elevators secured by negotiation average was 12.24 cents.

Another very significant fact is that the business done at the points where many of these elevators were purchased was a losing one to the owners previous to the purchase by the government, business having been diverted by the building of railways or other causes. In fifty per cent. of the points they run up against the competition of elevators owned and operated by large milling concerns who were in a position to pay premiums for wheat grown in those districts for milling purposes, always rendering the business of their competitors at those points unprofitable. The Government seems to have been equally unfortunate at those points where they have erected elevators, investigation showing that the quantity available at some of those points would not pay the cost of operating elevators. The biggest mistake, however, that the Government had made was that after the elevators were acquired they did not bring the Grain Growers into their confidence in the matter of appointment of operators or the method of operation. They first refused to accept the suggestions in the elevator committee's memorial as to the main principles involved in the elevator bill and subsequently made the fatal mistake of ignoring the Grain Growers' Association in the appointment of operators, thus failing to enlist the sympathy and co-operation of those whose patronage could make a success of the system. In making the appointment the first year for the operating of the elevators, in place of consulting and getting the co-operation of the Grain Growers' Association in making appointments that would be mutually satisfactory, and in which the patrons of the elevators would have confidence they thought it better business to seek the advice of the sitting members, with the result that it created lack of confidence in the minds of the Grain Growers. The service rendered in cleaning, out-weighting and special binning was disappointing. The practice of short shipment, the undue delay and red tape in settling for short shipments and excessive deductions for shrinkage after the usual dockage was made was a source of annoyance that drove farmers away from patronizing the Government system. These regulations and red tape as to storage prevented grain dealers engaging in street buying at points where government elevators were operated was another disappointment, not only to the farmers of those communities, but to the advocates of the Government operation of elevators. Coupled with that was the evident intent on the part of the "powers that be" to make the operation of the system a means of contributing to their political support. The idea got abroad that the most expert qualification required of an elevator operator was not a thorough knowledge of the grain business and the operation of the elevators. Authentic cases

could be cited where the judgment of the commission was overruled in the appointment and the discharge of elevator operators by the minister in control. That the failure of the government system is due to the commission appointed to operate the elevators failing to provide proper service to the Grain Growers is undoubtedly true, whether that failure was due to incapacity on their part or by reason of being so hampered in their efforts by the minister under whose control the elevators were placed by the Cabinet, is a matter of indifference to the Grain Growers. The bald fact remains that while the Government under pressure acceded to the request of the Grain Growers, publicly accepted the principle of government ownership and operation of elevators, and every move they made towards establishing their system after they expressed their intention of accepting the principle, was against the view and opinion of the Association and leaders of the Grain Growers who were responsible. They completely ignored all the suggestions made to them on the matter of acquiring and operating the elevators. The commission did not think it worth their while to ask the co-operation of the directors of the Grain Growers in the establishing of their system, in the selection of points where to operate, in formulating the rules and regulations, under which their system was operated. Did the Government want to discredit public ownership and operation of public utilities, did they want to insure the failure of the elevator system they established they could not have proceeded in a better way than they did to accomplish that end.

**STATEMENT OF THE PREMIERS OF ALBERTA, SASKATCHEWAN
AND MANITOBA AS TO GOVERNMENT OPERATION OF
PROVINCIAL ELEVATORS**

Dear Sir:—

We have had under careful consideration the representations made by you to us in our recent conference concerning the grain trade and the necessity of certain remedial measures being adopted to remedy the grievances complained of. We readily assent to your position that anything affecting the agriculturist is of paramount importance and deserves most mature consideration. We understand that you take the position that nothing further can be hoped for by amendments to existing legislation insofar as internal elevators are concerned, and to obtain what your Executive desires, you request that insofar as the three Western Provinces are concerned that a system of Government ownership and operation of grain elevators be inaugurated. In reply to this request we beg to say as follows:—

The several matters presented involve, in their institution, carrying out and performance, the consideration of unusually grave and complicated questions, constitutional, financial and legislative, which we will more fully hereinafter indicate.

The three Provinces are asked to wholly provide, operate and maintain on the public credit, the requisite quota of elevators for the storage of grain and to regulate generally the manner in which the shipment or transportation of grain shall be conducted. This will necessarily involve, as you will recognize, a new constitutional principle not hitherto exercised and also means the incurrence from time to time of heavy financial

responsibilities on the part of the several Provinces, and further, the putting in practical form, by constructive, regulative and restrictive legislation, the right of absolute Provincial Government control and regulation of the matters involved.

It is evident that to accomplish in its entirety the end lastly above mentioned or sought by you, it would be necessary, first, for your respective Provinces to be given, or have delegated to them, the necessary legislative powers in the premises by amendments, through the Imperial Parliament, to the British North America Act, and, secondly, to have adequate provisions made for the necessary self-protection and the consequent liability undertaken by us amongst other provisions expressly stipulating that all grain should pass through one channel, and one channel only, or in other words to create in regard thereto a complete and absolute monopoly. Any attempt to deal with the subject, other than in a full, complete and far-reaching manner would, in our opinion, fail and prove futile, and possibly be followed with disastrous results. The separate states of the United States in dealing with transportation companies doing an inter-state business found themselves unable to accomplish their desire and federal action was invoked to meet their difficulties. These states, while occupying a somewhat identical position with the Provinces, possessed much more power relatively to their Government than the Provinces do to the Federal Government of Canada. The founders of Confederation clearly intended that the Federal Parliament of Canada should hold and possess the residuum of power, and clearly and unmistakably defined the lines which should separate Federal and Provincial legislation, and such division has clearly continued down to the present time. Wherever power is given to the Federal Parliament and not to the Provincial Assemblies it is incompetent for the Provincial Assemblies to trespass upon such powers. It must therefore be admitted without question that powers of Provincial Legislatures are limited. The Parliament of Canada has exclusive jurisdiction to deal with certain classes of subjects. One of the objects of the constitution of Canada was to create a strong Federal Government charged with duties and responsibilities towards industry and to establish confidence, credit and commerce by salutary laws affecting the Dominion as a whole and the nations with which the Dominion and its people would from time to time deal to be enforced by the power of the whole Dominion. It was not, we believe, ever intended that both the Federal Parliament and the Legislatures of the several Provinces should have and exercise identical or similar powers respecting certain classes of duties and powers to be performed. Therefore, it was manifest that when certain powers are given solely to the Federal Government, it necessarily implies a prohibition on the part of the Province to act on the subject so solely assigned to the Dominion. One of the provisions of the British North America Act is as follows: "It is specifically declared that any matter coming within the classes of subjects as to which the Parliament of Canada is given control shall not be deemed to come within the class of matters of a local or private nature comprised in the enumeration of the classes of the subjects assigned."

The subject upon which the Provinces are asked by your Executive to take action, that is to say, the monopolistic establishment and operation of grain elevators and the handling of the grain in the three Provinces as a public utility, can hardly be claimed to be purely of a local or a private character and involves in its carrying out the condition precedent of the Provinces being possessed of the necessary power and authority in the premises which unfortunately from the standpoint of carrying out the wishes of your Executive, is not the case, and it follows that any legislative action taken by the Provinces along the lines suggested would, in addition to being extraterritorial in effect, be dealing with some of the matters as to which the Parliament of Canada has exclusive jurisdiction to deal with beyond the power of the local authorities to enact.

We have in a general way given expression to our views respecting the absence of Provincial jurisdiction in the premises. We, however, desire to briefly particularize which the Parliament of Canada has, and which the Provinces have not, and which are necessary for the latter to have, in order to fully and effectually deal with the matter in question.

It is provided by the British North America Act that the exclusive legislative authority of the Parliament of Canada shall extend to certain classes of subjects, among the number being: "The Regulation of Trade and Commerce," and "Weights and Measures," "National Railways" (such as C.P.R., C.N.R. and G.T.R.) The provisions are clear and distinct, that in all matters respecting and affecting the trade and commerce of the Dominion and the weighing and measuring of the several commodities of the country, the Parliament of Canada shall have the exclusive authority to deal. Laws have been so enacted and relate and apply not to any portion but to the Dominion of Canada as a whole. The manner of administration, the responsibility imposed, and privileges extended, are uniform throughout. We cannot find any of the Provinces have ever attempted to deal with matters affecting either of the classes of subjects above mentioned. The power of Parliament of Canada with regard thereto has always been considered supreme. Applying this view to the present application of requests of your Executive we are in full accord in expressing the opinion that in the present condition of the constitution of Canada the consummation, either wholly or partially, of the desires of your Executive can only be given effect to in one of two ways, i.e., either by legislative action of the Parliament of Canada (which now possess the amplest powers of dealing therewith) or by securing amendments to the British North America Act by the Imperial Parliament conferring full and absolute control and authority upon the Province in the premises, that is to say:—

(1) To wholly and absolutely control, regulate and govern the storage and handling of grain.

(2) To prescribe, control and regulate the weights and grades of grains, subject to no alteration or review by any other authority.

(3) To fully control all transportation companies, railways, etc., in the matter of expropriation of elevators and sites, the distribution of cars, and in other respects to provide such regulations and restrictions respecting these companies as shall be essential for the convenient and satisfactory handling of grain.

(4) Generally, all such other powers and authority as to trade and commerce and the weighing and grading of grain as may be necessary to give the Provinces complete inherent and extraterritorial jurisdiction in the premises in every respect, that is to say, full authority within the Provinces, and also outside where the grain may be handled at terminal points.

There is also to be considered the financial sides of the case. Mr. Charles C. Castle, Warehouse Commissioner, has furnished official statements to us showing among other things hereinafter set forth, the following information, i.e., that the number of elevators under operation last season was 1,334, with a storage capacity of 39,724,000 bushels. To put into effect any practical scheme of public ownership of elevator facilities and complete government control over the handling of grain would involve the Provinces in a very large financial undertaking. It would be necessary to provide, in the first place, the requisite number of elevators to handle the business, not any part, but the whole of it, for the monopoly should be absolute in all respects, and, in the next place, for the cost of maintenance and management. Mr. Castle states that the cost of constructing an ordinary standard 25,000 bushel elevator is between \$5,000 and \$5,400. The initial outlay, therefore, to be provided for by the Provinces to establish and equip an adequate elevator system, or to acquire that already in existence, would be between seven and ten million dollars. Then would arise the question of providing the necessary funds. This

could only be accomplished by issue of bonds by the Provinces. We are of the view that without the Provinces possessing the fullest power to legislate in the premises, the proffered securities would not be deemed desirable in the money, that a solution of the problem is not only complicated in detail financially, but presents, as before stated, grave and constitutional difficulties.

We are not insensible to the fact that at times in the history of the West, there has existed (and may still exist) justifiable grounds for complaint as to the manner in which the grain was or is being handled, but we believe that the Parliament of Canada are desirous of relieving the grievances, and have to a considerable extent removed unfavorable and undesirable conditions or in a large measure ameliorated them. In our opinion the provisions or features of the Dominion Grain Act have on the whole done much in this direction, and we believe the Parliament of Canada would favorably consider any further provisions or features that would tend in a like direction.

The building of loading platforms, thus facilitating the shipment of grain by car lots has proven a great step in advance, and every year, either in legislation or administration, some improvement is noticeable.

Mr. Charles C. Castle, Dominion Warehouse Commissioner, further officially states to us that for the twelve months ending the 31st of August, 1908, the total amount of wheat inspected at Winnipeg was 54,404,150 bushels, of which approximately 42,000,000 bushels were shipped through the elevators, and 12,500,000 bushels from loading platforms; thus about 22 per cent. of the total wheat crop was loaded from the loading platforms.

For the three months ending the 30th of November, 1908, he states there were 44,672,500 bushels of wheat inspected at Winnipeg, of which 30,094,078 were shipped through the elevators and 14,578,422 bushels were shipped over the loading platforms or about 33 per cent. of the total shipment, and that if the next crop is reasonably clean he would not be surprised if 40 per cent. of the total shipment was from the loading platform. As regards the loading platform, Mr. Castle states: "There are now loading platforms established at nearly every station in the Manitoba Grain Inspection Division and during the last season orders were given for 100 new ones to be built or enlarged to permit of four cars being loaded simultaneously."

We are informed that with these improved conditions and the probability of such being added from time to time, both by the Dominion authorities and the transportation companies and, more especially, the probability that the railway companies will, in the near future, either voluntarily or by virtue of legislation erect shipping houses especially for direct shipment, we feel that continued improvement in conditions for the handling of grain can be confidently expected.

We have at some length pointed out the constitutional and other difficulties involved in the carrying out of your Executive and amendments necessary to the British North America Act before action can justifiably be taken by the Provinces.

We fully appreciate the magnitude and importance of the whole question, and are fully alive to our responsibilities in the matter, and in conclusion beg to assure your Association of (1) our willingness at all times to consider any grievances of the agriculturalists of our respective Provinces, our sympathy with them, and our readiness to co-operate with them in any measure or measures that will place them in a more advantageous position to carry on their labors; (2) that upon the procurement of the necessary amendment to the British North America Act giving to the

Provinces the powers hereinbefore indicated, to completely establish and control a public monopoly in the storage, handling and inspection of grain, that we are quite willing to endeavor, subject to the approval of our respective assemblies to frame a scheme financially safeguarded for the giving of effect to the desire of your Executive.

We are, Dear Sir,

Most obediently yours,

(Signed)

A. C. RUTHERFORD,
Premier Province of Alberta.

WALTER SCOTT,
Premier Province of Saskatchewan.

R. P. ROBLIN,
Premier Province of Manitoba.

IN REPLY TO THE PREMIERS AS TO GOVERNMENT OWNERSHIP OF ELEVATORS

To the Honorables, the Premiers of Manitoba, Saskatchewan and Alberta.

Gentlemen:—The Interprovincial Council of Farmers' Associations, having considered your memorandum in reply to our proposals, that the Governments of the respective Provinces "provide by purchase or construction, or both, at each shipping point where a considerable quantity of grain is marketed, necessary facilities with up-to-date equipments for weighing, cleaning and loading grain," we beg to submit in reply:—

You say "we understand that you take the position that nothing further can be hoped for by amendments to existing legislation, in so far as regulating Internal Elevators is concerned, and to obtain your Executive's desire, you request that, in so far as the three Provinces are concerned, a system of Government ownership and operation of grain elevators be inaugurated."

That fairly states the position we take as to the futility of any further restricting legislation and properly interprets the meaning of the request. Nothing in your memorandum seems to convey the impression that there is any constitutional or legislative difficulty in the way of granting that request.

The constitutional difficulties you set forth only apply to matters that are outside of and not necessary for the carrying out of the requests made by us.

We propose to deal categorically with the difficulties set forth in clauses 1, 2, 3 and 4, commencing on page 7 of your memorandum.

1. "To wholly and absolutely control, regulate and govern the storage and handling of grain." The requests we made require no fuller powers in this respect than those now enjoyed by the owners and operators of privately owned elevators.

2. "To prescribe, control and regulate the weights and grades of grains, subject to no alteration or review by any other authority." The only powers required with respect to weights are those now enjoyed by every elevator operator in the province, viz.: the power to weigh in and out on standard scales, and the power to compel common carriers to deliver the same weight of a commodity as that which can be proved to have been entrusted to them. With respect to grades, we do not request you to grade grain, everything being stored in special bins and placed at the disposal of the owners of grain, whether producers or purchaser.

3. "To fully control all transportation companies, railways, etc., in the matter of expropriation of elevators and sites, the distribution of cars, and in other respects to provide such regulations and restrictions respecting these companies as shall be essential for the convenient and satisfactory hauling of grain." The provisions of the Railway Act,

Grain Act, and the regulating power vested on the Board of Railway Commissioners, amply protects you in carrying out our proposals.

4. "Generally all such powers and authority as to trade and commerce and the weighing and grading of grain as may be necessary to give the Provinces complete, inherent and extraterritorial jurisdiction in the premises in every respect; that is to say, full authority within the Provinces, and also outside where the grain may be handled at Terminal Points."

In reply to this clause it may be said that elevator companies, including those operating under Provincial charters, such as farmers' elevators, now enjoy all necessary privileges and powers for the carrying out of the business of receiving, warehousing, cleaning, shipping and transacting of business connected therewith, which is all that our proposals require of you.

The only power the Governments require respecting weights is that enjoyed by every elevator in operation in the Provinces.

The proposal does not involve the Provincial Government undertaking the grading of grain, everything being stored in special bins placed at the disposal of owners of grain, whether ownership was acquired by growing or purchasing. Nor do we think it necessary that, in order to carry out our proposition, you should have any further control over transportation companies.

We submit further, that legal monopoly is not necessary to safeguard the financial interests of the Provinces. Hence no constitutional difficulty presents itself in that regard, as the government system will have a virtual monopoly because of the impracticability of the present system (due to causes which we will show further on) remaining in the field in opposition to the Government. Nor do we consider that it would necessitate any heavy financial responsibility on the part of the several Provinces, as the full expense of the system will be chargeable to the grain passing through the elevators.

We ask you to provide only the necessary storage facilities at any given point. At many points there are more elevators than are required. We anticipate that storage equal to one-third of the amount of grain marketed at each shipping point will be sufficient. We absolutely DO NOT wish to interfere with the use of loading platforms.

The safeguarding from financial loss lies in the fact of the demand for these facilities, and the power possessed by the Provinces to limit the storage to the capacity that is found necessary to properly and reasonably meet the demands upon it.

It can easily be determined by inquiry to what extent the use of loading platforms at any point would be lessened by the opportunity to use storage facilities when the suspicion of improper practices is removed. Our investigations lead us to believe that a large percentage of those persons now using the platforms would gladly avail themselves of the opportunity of employing the Government system of storage and shipping facilities—the ability to clean before shipment being an especially valuable privilege.

Your memorandum states that for twelve months, ending 31st of August, 1908, 1,334 elevators, with a storage capacity of 39,724,000 bushels, within the three Provinces, shipped approximately 42,000,000 bushels of wheat, and that 12,500,000 bushels were shipped from loading platforms. That is to say that the 1,334 elevators received and shipped an average of 31,484 bushels. An elevator can, in a season, handle 150,000 bushels as easily and almost as cheaply as 30,000 bushels, therefore you can readily see the enormous drain the maintenance of so much unnecessary storage is on the resources of the Province.

To illustrate how it works out, Farmers' Elevator at Miami last season handled 130,000 bushels of grain, which gave them a revenue at $1\frac{1}{2}$ ¢ per bushel of \$1,950.00. Three other elevators at the same point handled 67,000 bushels, or an average of 22,333 bushels. They would necessarily

have to charge about 8¼ cents per bushel to have the same revenue as the Farmers' Elevator had on a charge of 1½¢ per bushel. The whole elevator system of the three Provinces would have to charge about 6¼¢ on every bushel they received to have a revenue proportionately equal to the Miami farmers' elevator.

We submit that a Government elevator at every shipping point in the three Provinces would be in a similar position to that in which the farmers' elevators now are. The storage capacity has increased at interior points during 1908 by nearly 4,000,000 bushels,—now standing at about 43,300,080 bushels. Up to the 30th of November they received about 43,400,000 bushels, having at that date thirteen millions in store. Nothing can be more eloquent than those figures showing the need that exists of the Government taking control of and regulating the storage system in order to husband the resources of our farm population.

The system now in operation permits the elevator owners to charge enough to make the operating of their elevators pay, regardless of the quantity of grain they handle. Nothing short of Government intervention will prevent the continuous duplication of elevators.

You will recall that, at our conference at Regina, we discussed the advisability of operating the proposed system by an independent commission. We are of the opinion that this method would be the most satisfactory to all concerned.

We are pleased to note your assurance and willingness to co-operate with us in any measure or measures that will place the agriculturists in a more advantageous position to carry on their labor, and inasmuch as we are of the opinion from your own memorandum that no constitutional or legislative difficulty exists to prevent the Provinces granting the demands we made on behalf of and in the interests of the Grain Growers of the three Provinces, we shall be glad to receive from you at an early date, an assurance that you will accede to our requests just as soon as you can provide for the necessary financial arrangements to inaugurate the proposed system.

(Signed) R. McKENZIE,

Secretary Interprovincial Council.

Location	Purchased from	Capacity.	Date of Erection.	Cost.	Valuation by Arbitration
Altamont	Dominion	24,000	1902	\$5,690.00	
Dauphin	"	24,000	1896	5,795.00	"
Elva	"	25,000	1895	5,753.20	"
Greenway	"	15,000	1902	4,679.70	"
Glenora	"	28,000	....	6,000.00	"
Hartney	"	25,000	1900	5,600.00	"
Homewood	"	25,000	1901	5,768.40	"
Hilton	"	30,000	1901	7,388.15	"
Létellier	"	24,000	1907	6,023.95	"
Miami	"	23,000	1897	5,400.00	"
Ninga	"	24,000	....	5,966.00	"
Napinka	"	28,000	1904	6,280.45	"
Nesbitt	"	28,000	1895	5,966.00	"
Oakburn	"	30,000	1900	6,242.45	"
Roland	"	25,000	....	5,675.00	"
Shoal Lake	"	22,000	1887	3,725.00	"
Stockton	"	22,000	1895	5,418.80	"
Silver Plains	"	15,000	1899	4,751.17	"
Treherne	"	24,000	1895	5,550.00	"
		461,000		\$107,673.29	Average 23.42

Location	Purchased from	Capacity.	Date of Erection.	Cost.	Valuation by
Beaver	Winnipeg	27,000	1900	\$3,860.91	Arbitration
Carroll	"	27,000	1901	5,087.31	"
Crystal City	"	27,000	1897	5,171.06	"
Eden	"	25,000	1901	4,982.49	"
Graysville	"	22,500	1902	5,104.53	"
Hallboro	"	27,000	1900	5,063.07	"
Hilton	"	25,000	1901	4,013.30	"
Kenton	"	27,000	1902	5,209.58	"
Lenore	"	27,000	1902	5,254.18	"
Letellier	"	20,000	1901	4,569.56	"
Miami	"	30,000	1902	4,638.79	"
Mariapolis	"	27,000	1902	5,159.25	"
Margaret	"	18,000	1902	3,511.21	"
Mather	"	27,000	1902	5,157.67	"
Medora	"	27,000	1904	5,043.39	"
Miniota	"	25,000	1898	4,318.15	"
Myrtle	"	15,000	1895	3,506.33	"
Ninga	"	27,000	1903	5,094.66	"
Oakville	"	15,000	1898	3,951.04	"
Roland	"	20,000	1897	4,417.84	"
Ridgeville	"	25,000	....	4,744.02	"
Swan Lake	"	25,000	1901	3,625.68	"
Underhill	"	30,000	1900	5,600.00	"
Wellwood	"	25,000	1901	3,927.12	"

563,500

\$102,204.05 Average 18.13

Binscarth	Northern	31,000	1902	\$6,200.00	Arbitration
Crystal City	"	14,000	1895	3,961.50	"
Dunrea	"	22,000	1901	4,655.00	"
Elva	"	16,000	1892	4,275.00	"
Elkhorn	"	23,000	1892	5,100.00	"
Griswold	"	23,000	1898	4,560.00	"
Greenway	"	33,000	1889	4,845.00	"
Hamiota	"	30,000	1895	4,750.00	"
Hargrave	"	25,000	1900	5,200.00	"
Kenton	"	25,000	1902	5,320.00	"
Lenore	"	25,000	1902	5,415.00	"
Miami	"	32,000	1889	5,415.00	"
Margaret	"	25,000	1900	5,510.00	"
Ninga	"	16,000	1888	3,800.00	"
Napinka	"	17,000	1893	4,150.00	"
Nesbitt	"	26,000	1895	5,035.00	"
Plumas	"	22,000	1898	3,800.00	"
Reston	"	16,000	1896	3,895.00	"
Rathwell	"	23,000	1895	4,845.00	"
Swan Lake	"	33,000	1902	5,035.00	"
Shoal Lake	"	26,000	1902	5,510.00	"
Strathclair	"	33,000	1901	5,700.00	"
Treherne	"	22,000	1904	4,845.00	"
Virden	"	35,000	1891	5,700.00	"

583,000

\$117,521.50 Average 20.15

Binscarth	Canadian	25,000	1903	\$5,096.00	Arbitration
Brunkild	"	32,000	1902	6,524.00	"
Carman	"	32,000	1902	6,525.00	"
Dauphin	"	25,000	1898	5,096.00	"
Grandview	"	35,000	1901	6,116.00	"
Holmfild	"	32,000	1903	6,116.00	"

Location	Purchased from	Capacity	Date of Erection	Cost	Valuation by
Kelloe	"	30,000	1904	5,504.00	Arbitration
Kellwood	"	30,000	1906	6,525.00	"
Minitonas	"	25,000	1904	5,096.00	"
Mowbray	"	30,000	1902	5,912.00	"
Ochre River	"	25,000	1898	4,075.00	"
Plumas	"	25,000	1900	5,096.00	"
Ridgeville	"	32,000	1904	6,525.00	"
Snowflake	"	30,000	....	5,708.00	"
Shoal Lake	"	25,000	1901	5,708.00	"
Sanford	"	32,000	1902	6,525.00	"
Solsgirth	"	30,000	1904	5,096.00	"
Valley River	"	28,000	1907	5,300.00	"
		523,000		\$102,543.00	Average 19.60
Binscarth	Farmers	30,000	1903	\$4,000.00	Arbitration
Carman	"	60,000	1891	6,500.00	"
Dominion City ...	"	30,000	1902	2,500.00	Negotiation
Homewood	"	40,000	1902	4,500.00	Arbitration
Lauder	"	50,000	1904	7,500.00	Negotiation
Lyleton	"	30,000	1903	5,500.00	Arbitration
LaRiviere	"	30,000	1892	3,500.00	"
Miami	"	35,000	1900	5,000.00	Negotiation
Mather	"	25,000	1899	3,700.00	Arbitration
Mowbray	"	30,000	1908	4,650.00	"
McGregor	"	25,000	1894	2,500.00	Negotiation
Pipestone	"	25,000	1897	3,300.00	Arbitration
Reston	"	26,000	1896	4,000.00	"
Roland	"	55,000	1898	5,250.00	Negotiation
Snowflake	"	25,000	1904	4,250.00	Arbitration
Treherne	"	70,000	1896	8,250.00	Negotiation
Virden	"	40,000	1903	4,000.00	Arbitration
Underhill	"	50,000	1900	7,500.00	"
		676,000		\$86,400.00	Average 12.76
Elva	Western	35,000	1897	\$5,100.00	Arbitration
Rathwell	"	35,000	1902	7,800.00	"
St. Claude	"	30,000	1902	5,300.00	"
Stockton	"	25,000	1902	5,418.80	"
Sinclair	"	25,000	1902	5,300.00	"
Wellwood	"	30,000	1901	5,300.00	"
		180,000		\$34,218.80	Average 19.01
Griswold	International	28,000	1896	\$5,600.00	Arbitration
Graysville	"	28,000	1902	5,600.00	"
La Riviere	"	28,000	1902	5,899.00	"
Pipestone	"	28,000	1903	5,600.00	"
Stephenfield	"	28,000	1902	5,600.00	"
		140,000		\$28,299.00	Average 20.21
Dominion	Average		23.42		
Winnipeg	"		18.13		
Northern	"		20.15		
Canadian	"		19.60		
Farmers	"		12.76		
Western	"		19.01		
International	"		20.21		

Location	Purchased from	Capacity.	Date of Erection.	Cost.	Valuation by
Dominion City	.....Farmers	30,000		\$2,500.00	Negotiation
Gretna	.....Chambers & Long	35,000		3,250.00	"
Hamiota	.....Geo. Edwards	41,000		6,500.00	"
Hartney	.....Hartney Grain Co.	30,000		4,500.00	"
Lauder	.....Farmers	50,000		7,500.00	"
Lauder	.....S. Scott	25,000		3,250.00	"
Miami	.....Farmers	35,000		5,000.00	"
McGregor	.....Farmers	25,000		2,500.00	"
Roland	.....Farmers	55,500		5,250.00	"
Snowflake	.....State	30,000		3,400.00	"
Swan Lake	.....Wood Bros.	22,000		3,500.00	"
Shoal Lake	.....A. S. Arnold	25,000		6,500.00	"
Strathclair	.....A. S. Arnold	25,000		5,500.00	"
Souris	.....Merchants	40,000		2,500.00	"
Treherne	.....Farmers	70,000		8,250.00	"
			538,000	\$69,900.00	Average 12 24

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION BY
Altamont	Lorne Elevator Co.	30,000	1902	\$4,453.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 8 storage bins; 7 small bins.				
Altamont	Dominion	24,000	1902	\$5,690.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 4 storage bins; 5 small bins.				
Binscarth	G. B. Murphy	25,000	1904	\$4,950.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine hopper scale; wagon dump; 6 storage bins; 6 small bins.				
Binscarth	Farmers	30,000	1903	\$4,000.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 15 h.p. gasoline engine; 2 hopper scales; wagon dump; 10 storage bins; 9 small bins. No shipping bins.				
Binscarth	Canadian	25,000	1903	\$5,096.00	Arbitration
Equipment:	—No cleaner; 5 h.p. gasoline engine; hopper scale; dump scale; wagon dump; 4 storage bins; 3 small bins; small annex, 4 bins.				
Binscarth	Northern	31,000	1902	\$6,200.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins; frame annex; old.				
Brookdale	Carberry El. Co.	55,000	1902	\$5,300.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Beaver	Winnipeg	27,000	1900	\$3,860.91	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 8 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins.				
Brunkild	Canadian	32,000	1902	\$6,524.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Carman	Farmers	60,000	1891	\$6,500.00	Arbitration
Equipment:	—2 cleaners; 800 bushels per hour each; 25 h.p. steam engine; 3 hopper scales; 2 wagon dumps; 25 storage bins; 22 small bins.				
Carman	Canadian	32,000	1902	\$6,525.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION By
Carroll	Winnipeg ..	27,000	1901	\$5,087.31	Arbitration
Equipment:	Cleaner; 600 bushels per hour; 15 h.p. gasoline engine; 5 hopper scales; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Crystal City	Winnipeg	27,000	1897	\$5,171.06	Arbitration
Equipment:	Cleaner; 600 bushels per hour; 8 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Crystal City	Northern	14,000	1895	\$3,961.50	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Crystal City	J. E. Parr	40,000	1903	\$6,000.00	Arbitration
Equipment:	Cleaner; 600 bushels per hour; 18 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 10 small bins.				
Crystal City	Dow. Mfg. Co.	72,000	1894	\$7,950.00	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 12 h.p. gasoline engine; 2 hopper scales; wagon scale; 2 wagon dumps; 6 storage bins; 4 small bins; wood foundation.				
Annex	Dow. Mfg. Co.		1905		
	3 small bins; 6 storage bins.				
Dominion City	Farmers	30,000	1902	\$2,500.00	Negotiation
Equipment:	Cleaner; 500 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 8 small bins; wood foundation.				
Dunrea	Beaupre & Galipeau	40,000	1909	\$5,000.00	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins.				
Dunrea	Northern	22,000	1901	\$4,655.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Dauphin	Canadian	25,000	1896	\$5,096.00	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 6 small bins; wood foundation.				
Dauphin	Dominion	24,000	1898	\$5,795.00	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 8 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 5 small bins; wood foundation.				
Eden	Winnipeg	25,000	Abt. 1901	\$4,982.49	Arbitration
Equipment:	Cleaner; 350 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Elva	Dominion	25,000	1895	\$5,753.20	Arbitration
Equipment:	Cleaner; 350 bushels per hour; 8 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 7 small bins; wood foundation.				
Elva	Western	35,000	1897	\$5,100.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins.				
Elva	Northern	16,000	1892	\$4,275.00	Arbitration
Equipment:	Cleaner; 350 bushels per hour; 10 h.p. steam engine; wagon scale; wagon dump; 6 storage bins; 6 small bins.				
Elliotts Sdg.	North Star	25,000	1903	\$5,300.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION BY
Elkhorn	Northern	23,000	1892	\$5,100.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins; wood foundation.					
Fairview	G. B. Murphy	30,000		\$4,950.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins.					
Gretna	Chambers & Long	35,000	1884	\$3,250.00	Negotiation
Equipment:—Cleaner; 250 bushels per hour; 16 h.p. steam engine; 2 hopper scales; wagon scale; wagon dump; 16 storage bins; 11 small bins.					
Grandview	G. B. Murphy	25,000	1902	\$4,950.00	Arbitration
Equipment:—Cleaner; 400 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.					
Grandview	Swain & Robinson	25,000	1901	\$4,600.00	Arbitration
Equipment:—Cleaner; 180 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.					
Grandview	Canadian	35,000	1901	\$6,116.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.					
Griswold	J. S. Hitchcock	30,000	1897	\$4,000.00	Arbitration
Equipment:—Cleaner; 300 bushels per hour; 10 h.p. gasoline engine; wagon dump; wagon scale; hopper scale; 6 storage bins; 4 small bins.					
Griswold	International	28,000	1896	\$5,600.00	Arbitration
Equipment:—No cleaner; 8 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins.					
Griswold	Northern	23,000	1898	\$4,560.00	Arbitration
Equipment:—Cleaner; 180 bushels per hour; 8 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins; wood foundation.					
Graysville	Winnipeg	22,500	1902	\$5,104.53	Arbitration
Equipment:—Cleaner; 300 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins.					
Graysville	International	28,000	1902	\$5,600.00	Arbitration
Equipment:—Cleaner; 300 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins.					
Greenway	Dominion	15,000	1902	\$4,679.70	Arbitration
Equipment:—No cleaner; 6 h.p. gasoline engine; wagon scale; wagon dump; 5 small storage bins; 1 hopper bin; wood foundation.					
Greenway	Northern	33,000	1889	\$4,845.00	Arbitration
Equipment:—No cleaner; 6 h.p. gasoline engine; wagon scale; 6 storage bins; 3 small bins; wood foundation.					
Gilbert Plains	British-American	37,000	1899	\$6,500.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins; wood foundation.					
Glenora	Dominion	28,000		\$6,000.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins.					
Hamiota	Geo. Edwards	41,000	1895	\$6,500.00	Negotiation
Equipment:—Cleaner; 360 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 8 storage bins; 4 small bins.					

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION BY
Hamiota (Annex)	Geo. Edwards		1898		
Equipment:—Cleaner; 300 bushels per hour; hopper scale; wagon scale; wagon dump; 8 storage bins; 4 small bins.					
Hamiota	Imperial	30,000	1897	\$6,300.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; shipping scales; 6 storage bins; 5 small bins.					
Hamiota	Northern	20,000	1895	\$4,750.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 12 h.p. steam engine; hopper scale; wagon dump; wagon scale; 6 storage bins; 5 small bins.					
Hargrave	R. A. Knight	25,000	1900	\$5,000.00	Arbitration
Equipment:—Cleaner; 300 bushels per hour; 15 h.p. gasoline engine; 2 hopper scales; wagon scale; wagon dump; 6 storage bins; 5 small bins.					
Frame Annex for oats.					
Hargrave	McLaughlin & Ellis	25,000	1902	\$5,400.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.					
Hargrave	Northern	25,000	1900	\$5,200.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins.					
Hartney	Hartney G. Co.	30,000	1892	\$4,500.00	Negotiation
Equipment:—Cleaner; 300 bushels per hour; 16 h.p. steam engine; hopper scale; wagon scale; wagon dump; shipping scale; 4 storage bins; 10 small bins; 10 small shipping bins.					
Hartney	Dominion	25,000	1900	\$5,600.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.					
Homewood	Farmers	40,000	1902	\$4,500.00	Arbitration
Equipment:—Cleaner; 200 bushels per hour; 16 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 10 small bins; wood foundation.					
Homewood	Dominion	25,000	1901	\$5,768.40	Arbitration
Equipment:—450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 5 small bins; wood foundation.					
Hallboro	Winnipeg	27,000	1900	\$5,063.07	Arbitration
Equipment:—Cleaner; 350 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.					
Hilton	Winnipeg	25,000	1901	\$4,013.30	Arbitration
Equipment:—No cleaner; 3 h.p. gasoline engine; wagon scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.					
Hilton	Dominion	30,000	1901	\$7,388.15	Arbitration
Equipment:—No cleaner; 10 h.p. gasoline engine; wagon scale; wagon dump; 4 storage bins; 9 small bins; wood foundation.					
Holmfild	Canadian	32,000	1903	\$6,116.00	Arbitration
Equipment:—Cleaner; 350 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.					
Kenton	Winnipeg	27,000	1902	\$5,209.58	Arbitration
Equipment:—Cleaner; 350 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 3 small bins.					

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION By
Kenton	Northern	25,000	1902	\$5,320.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Kelloc	Canadian	30,000	1904	\$5,504.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Kelwood	Canadian	30,000	1906	\$6,525.00	Arbitration
Equipment:	No cleaner; 8 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Lauder	Farmers	50,000	1904	\$7,500.00	Negotiation
Equipment:	Cleaner; 450 bushels per hour; 25 h.p. gasoline engine; 2 hopper scales; wagon dump; shipping scale; 10 storage bins; 9 small bins; wood foundation.				
Lenore	Winnipeg	27,000	1902	\$5,254.18	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 3 small bins.				
Lenore	Northern	25,000	1902	\$5,415.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Lenore	McLaughlin	30,000	1902	\$5,300.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins.				
Letellier	Winnipeg	20,000	1901	\$4,569.56	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 15 h.p. gasoline engine; 2 hopper scales; wagon scales; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Letellier	Dominion	24,000	1907	\$6,023.95	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 3 small bins.				
Lyleton	Farmers	30,000	1909	\$8,500.00	Arbitration
Equipment:	Cleaner; 600 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 18 storage bins; 5 small bins.				
Lyleton	Lyleton Farmers El. Co.	30,000	1903	\$5,500.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump.				
La Riviere	Farmers	30,000	1892	\$3,500.00	Arbitration
Equipment:	Cleaner; 180 bushels per hour; 20 h.p. steam engine; hopper scale; shipping scale; 8 storage bins; 6 small bins.				
La Riviere	International	28,000	1902	\$5,899.00	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins.				
Lauder	S. Scott	25,000	1893	\$3,250.00	Negotiation
Equipment:	Cleaner; 450 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 5 storage bins; 5 small bins; wood foundation.				
Miami	Farmers	35,000	1900	\$5,000.00	Negotiation
Equipment:	Cleaner; 600 bushels per hour; 20 h.p. steam engine; 2 hopper scales; wagon dump; 13 storage bins; 11 small bins.				
Miami	Dominion	23,000	1897	\$5,400.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 4 storage bins; 4 small bins; wood foundation.				

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION BY
Miami	Winnipeg	30,000	1902	\$4,638.70	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 15 h.p. steam engine; hopper scale; wagon dump; 6 storage bins; 6 small bins.				
Miami	Northern	32,000	1880	\$5,415.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; 5 storage bins; 4 small bins.				
Mariapolis	Winnipeg	27,000	1902	\$5,150.25	Arbitration
Equipment:	Cleaner; 350 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins.				
Margaret	Winnipeg	18,000	1902	\$3,511.21	Arbitration
Equipment:	No cleaner; 10 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Margaret	Northern	25,000	1900	\$5,510.00	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 5 small bins.				
Mather	Winnipeg	27,000	1902	\$5,157.67	Arbitration
Equipment:	Cleaner; 350 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Mather	Imperial	30,000	1902	\$5,700.00	Arbitration
Equipment:	Cleaner; 350 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; 6 storage bins; 6 small bins.				
Mather	Farmers	25,000	1899	\$3,700.00	Arbitration
Equipment:	Cleaner; 600 bushels per hour; 20 h.p. gasoline engine; 2 hopper scales; wagon dump; 12 storage bins; 4 small bins; wood foundation.				
Medora	Winnipeg	27,000	1904	\$5,043.39	Arbitration
Equipment:	Cleaner; 350 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins; wood foundation.				
Medora	Imperial	30,000	1903	\$5,700.00	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins.				
Miniota	Winnipeg	25,000	1898	\$4,318.15	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 8 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Miniota	Imperial	30,000	1898	\$5,700.00	Arbitration
Equipment:	Cleaner; 350 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins.				
Myrtle	Winnipeg	15,000	1895	\$3,505.33	Arbitration
Equipment:	No cleaner; 10 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 2 small bins; wood foundation.				
Myrtle	North Star	25,000	1902	\$5,200.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins.				
Minitonas	Canadian	25,000	1904	\$5,096.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; 6 storage bins; 5 small bins; wood foundation.				
Mowbray	Canadian	30,000	1902	\$5,912.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins; wood foundation.				
Mowbray	Farmers	30,000	1908	\$4,650.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION By
Manson	McLaughlin	30,000	1905	\$3,950.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 8 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 3 small bins.				
McGregor	Farmers	25,000	1894	\$2,500.00	Negotiation
Equipment:	—Cleaner; 350 bushels per hour; 10 h.p. steam engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins; wood foundation.				
McAuley	McLaughlin	25,000	1905	\$5,150.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins; wood foundation.				
McAuley	North Star	25,000	1905	\$5,150.00	Arbitration
Equipment:	—Cleaner; 250 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Ninga	Winnipeg	27,000	1903	\$5,094.66	Arbitration
Equipment:	—Cleaner; 350 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Ninga	Dominion	24,000	1902	\$5,966.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 4 storage bins; 5 small bins.				
Ninga	Northern	16,000	1888	\$3,800.00	Arbitration
Equipment:	—Cleaner; 180 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 8 storage bins; 3 small bins.				
Ninga	Graves & Riley	20,000	1904	\$2,000.00	Arbitration
Equipment:	—Cleaner;—200 bushels per hour; 9 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins; wood foundation.				
Napinka	Dominion	28,000	1904	\$6,280.45	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; 6 storage bins; 4 small bins.				
Napinka	Northern	17,000	1893	\$4,150.00	Arbitration
Equipment:	—Cleaner; 180 bushels per hour; 6 h.p. gasoline engine; wagon scale; wagon dump; 6 storage bins; 4 small bins; wood foundation.				
Napinka	Imperial	30,000	1904	\$5,700.00	Arbitration
Equipment:	—Cleaner; 300 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins.				
Nesbitt	Dominion	28,000	1895	\$5,966.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins.				
Nesbitt	Northern	26,000	1895	\$5,035.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins; wood foundation.				
Newdale	Dow, Mfg. Co.	30,000	1909	\$5,250.00	Arbitration
Equipment:	—No cleaner; 8 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 3 small bins.				
Oakville	Winnipeg	15,000	1898	\$3,951.04	Arbitration
Equipment:	—Cleaner; 200 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 2 small bins; wood foundation.				
Ochre River	Canadian	25,000	1898	\$4,075.00	Arbitration
Equipment:	—Cleaner; 300 bushels per hour; 8 h.p. gasoline engine; hopper scale; 6 storage bins; 3 small bins; wood foundation.				

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION BY
Oakburn	Dominion	30,000	1900	\$0,242.45	Arbitration
Equipment:—No cleaner; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins.					
Pleasant Pt.	Carberry M. Co.	30,000	1904	\$3,300.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 4 storage bins; 5 small bins.					
Pipestone	Farmers	25,000	1897	\$3,300.00	Arbitration
Equipment:—Cleaner; 300 bushels per hour; 16 h.p. steam engine; 2 hopper scales; wagon dump; 16 small storage bins.					
Pipestone	International	28,000	1903	\$5,600.00	Arbitration
Equipment:—Cleaner; 350 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins.					
Pipestone	G. McCulloch	30,000	1903	\$5,500.00	Arbitration
Equipment:—Cleaner; 350 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 5 small bins.					
Plumas	Canadian	25,000	1900	\$5,000.00	Arbitration
Equipment:—Cleaner; 300 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.					
Plumas	Northern	22,000	1898	\$3,800.00	Arbitration
Equipment:—Cleaner; 180 bushels per hour; 8 h.p. steam engine; hopper scale; 6 storage bins; 4 small bins; wood foundation.					
Reston	Farmers	26,000	1896	\$4,000.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 16 small store bins; 4 small bins.					
Reston	Northern	16,000	1896	\$3,895.00	Arbitration
Equipment:—Cleaner; 180 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 8 storage bins; 3 small bins.					
Reston	G. McCulloch & Son	30,000	1900	\$5,500.00	Arbitration
Equipment:—Cleaner; 350 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 5 small bins.					
Roland	Farmers	55,000	1898	\$5,250.00	Negotiation
Equipment:—Cleaner; 150 bushels per hour; 25 h.p. steam engine; hopper scale; wagon dump; 14 storage bins; 13 small bins.					
Roland	Dominion	25,000	1895	\$5,075.00	Arbitration
Equipment:—Cleaner; 350 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins; wood foundation.					
Roland	Winnipeg	20,000	1897	\$1,417.84	Arbitration
Equipment:—Cleaner; 200 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.					
Ridgeville	Winnipeg	25,000	1904	\$1,744.02	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins; wood foundation.					
Ridgeville	Canadian	32,000	1904	\$6,525.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; 6 storage bins; 5 small bins.					
Rathwell	Western	35,000	1902	\$7,800.00	Arbitration
Equipment:—Cleaner; 450 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 8 storage bins; 12 small bins; wood foundation.					
Rathwell	Northern	23,000	1895	\$4,845.00	Arbitration
Equipment:—Cleaner; 180 bushels per hour; 7 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins.					
Rea	Atlas	30,000	1909	\$5,995.00	Arbitration
Equipment:—No cleaner; 8 h.p. gasoline engine; wagon scale; wagon dump; 6 storage bins; 5 small bins.					

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION By
Rivers	Standard	30,000	1908	\$5,800.00	Arbitration
Equipment:	—No cleaner; 8 h.p. gasoline engine; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Snowflake	Farmers	25,000	1904	\$4,250.00	Arbitration
Equipment:	—Cleaner; 350 bushels per hour; 12 h.p. gasoline engine; wagon scale; wagon dump; 8 storage bins; 4 small bins.				
Snowflake	State	30,000	1900	\$3,400.00	Negotiation
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins; wood foundation.				
Snowflake	Canadian	30,000		\$5,708.00	Arbitration
Equipment:	—No cleaner; 5 h.p. gasoline engine; wagon scale; wagon dump; 6 storage bins; 2 small bins; wood foundation. This elevator was an old warehouse.				
Snowflake	Imperial	30,000	1901	\$5,700.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; 8 storage bins; 7 small bins; wood foundation.				
Swan Lake	Wood Bros.	22,000	1903	\$3,500.00	Negotiation
Equipment:	—Cleaner; 350 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins.				
Swan Lake	Winnipeg	25,000	1901	\$3,625.68	Arbitration
Equipment:	—Cleaner; 300 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins.				
Swan Lake	Northern	33,000	1902	\$5,035.00	Arbitration
Equipment:	—Cleaner; 300 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Shoal Lake	A. S. Arnold	25,000	1909	\$6,500.00	Negotiation
Equipment:	—Cleaner; 200 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins.				
Shoal Lake	Dominion	22,000	1887	\$3,725.00	Arbitration
Equipment:	—No cleaner; 4 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 13 small bins; wood foundation.				
Shoal Lake	Canadian	25,000	1901	\$5,708.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins.				
Shoal Lake	Bull & Meredith	75,000	1902	\$10,000.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 7 small bins; also annex.				
Shoal Lake	Northern	26,000	1902	\$5,510.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins.				
Strathclair	A. S. Arnold	25,000	1909	\$5,500.00	Negotiation
Equipment:	—No cleaner; 8 h.p. gasoline engine; wagon dump; wagon scale; 6 storage bins; 3 small bins.				
Strathclair	Northern	33,000	1901	\$5,700.00	Arbitration
Equipment:	—Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Strathclair	Dow. Mfg. Co.	30,000	1909	\$5,750.00	Arbitration
Equipment:	—No cleaner; 8 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 3 small bins.				
Strathclair	N. Bawlf Co.	30,000	1901	\$6,000.00	Arbitration
Equipment:	—Cleaner; 350 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 4 storage bins; 4 small bins; annex.				

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION BY
Somerset	Wood Bros.	18,000	1901	\$2,000.00	Arbitration
Equipment:—	Cleaner; 300 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins.				
St. Claude	Western	30,000	1902	\$5,300.00	Arbitration
Equipment:—	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Souris	Merchants	40,000	1900	\$3,500.00	Negotiation
Equipment:—	Cleaner; 450 bushels per hour; 2 hopper scales; wagon dump; 8 storage bins; 15 small bins.				
Sanford	Canadian	32,000	1902	\$6,525.00	Arbitration
Equipment:—	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Solsgrith	Canadian	30,000	1904	\$5,096.00	Arbitration
Equipment:—	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins.				
Stockton	Dominion	22,000	1895	\$5,418.80	Arbitration
Equipment:—	Cleaner; 450 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Stockton	Western	25,000	1902	\$5,418.80	Arbitration
Equipment:—	Cleaner; 300 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins.				
Sinclair	Western	25,000	1902	\$5,300.00	Arbitration
Equipment:—	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 6 small bins.				
Silver Plains	Dominion	15,000	1899	\$4,751.17	Arbitration
Equipment:—	No cleaner; 4 h.p. gasoline engine; hopper scale; wagon scale; 6 storage bins; 1 small bin; wood foundation.				
Stephenfield	International	28,000	1902	\$5,600.00	Arbitration
Equipment:—	Cleaner; 300 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 4 small bins.				
Treherne	Farmers	70,000	1896	\$8,250.00	Negotiation
Equipment:—	Cleaner; 450 bushels per hour; wagon scales; 2 wagon dumps; 8 storage bins; 26 small bins; 25 h.p. steam engine.				
Treherne	Dominion	24,000	1895	\$5,550.00	Arbitration
Equipment:—	Cleaner; 450 bushels per hour; 8 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins; wood foundation.				
Treherne	Northern	22,000	1904	\$4,845.00	Arbitration
Equipment:—	Cleaner; 450 bushels per hour; 16 h.p. steam engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 5 small bins; wood foundation.				
Viriden	Imperial	30,000	1900	\$5,700.00	Arbitration
Equipment:—	Cleaner; 300 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 5 storage bins; 8 small bins.				
Viriden	Farmers	40,000	1903	\$4,000.00	Arbitration
Equipment:—	Cleaner; 300 bushels per hour; 16 h.p. steam engine; hopper scale; wagon scale; wagon dump; 10 storage bins; 4 small bins.				
Viriden	Northern	35,000	1891	\$5,700.00	Arbitration
Equipment:—	Cleaner; 300 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 12 storage bins; 12 small bins; wood foundation.				

LOCATION	PURCHASED FROM	CAP.	DATE OF ERECTION	PRICE	VALUATION BY
Underhill	Western	25,000	1900	\$4,133.07	Arbitration
Equipment:	Cleaner; 350 bushels per hour; 15 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins;				
Underhill	Winnipeg	30,000	1900	\$5,600.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine. hopper scale; wagon dump; 6 storage bins; 4 small bins. wood foundation.				
Underhill	Farmers	50,000	1900	\$7,500.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 25 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 12 small bins.				
Valley River	Canadian	28,000	1907	\$5,300.00	Arbitration
Equipment:	No cleaner; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; 6 storage bins; 4 small bins.				
Wellwood	Winnipeg	25,000	1901	\$3,927.12	Arbitration
Equipment:	Cleaner; 300 bushels per hour; 10 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 3 small bins; wood foundation.				
Wellwood	Western	30,000	1901	\$5,300.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon dump; 6 storage bins; 5 small bins; wood foundation.				
Wheatland	W. Fenwick	25,000	1905	\$4,560.00	Arbitration
Equipment:	Cleaner; 450 bushels per hour; 12 h.p. gasoline engine; hopper scale; wagon scale; wagon dump; shipping scale; 6 storage bins; 5 small bins.				

TOTAL NUMBER OF ELEVATORS PURCHASED TO DATE—164.

MANITOBA ELEVATOR COMMISSION,

D. W. McCUAIG,

Commissioner.

The following new elevators were built by the Commission:—

LOCATION	CAPACITY	COST
Birdtail Creek	30,000	\$ 9,657.15
Cardinal	30,000	8,464.32
Chillow Siding	30,000	9,880.79
Cordova	30,000	6,769.61
Dufresne	45,000	11,497.75
Gilbert Plains	45,000	12,595.11
Newton	30,000	9,986.91
Riding Mountain	30,000	9,755.79
Rufford Siding	30,000	9,049.34
McLean Siding	30,000	7,660.04

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